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Paul Friedman's
FULL LINE OF
THE CELEBRATED
CUNNINGHAM WHISKIES
ALSO OF THEIR
EXTRA FINE O. P. S.
IN FULL QUARTS.

Send your orders in early for
the holidays.

Prices to Suit the Times.

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"Arabic"

WHEN ON, LOOKS LIKE SNOW.



And has the same cooling effect, but
is everlasting.

COOLS FIFTEEN DEGREES.

California Feed Co.

AGENTS

Some May Come

AND

Some May Go

BUT

We Go On Forever

Giving the best values
For the least money in

Wall Papers.

Lewers & Cooke,
LIMITED.

**WILDER'S STEAMSHIP
COMPANY.**

NOTICE TO SHIPPERS.

SHIPPERS ARE NOTIFIED THAT
a new freight schedule will go into
effect on and after December 1, 1901.

Information in regard to changes in
rates can be obtained at the office of
the company, corner Fort and Queen
streets, Honolulu.

C. L. WIGHT,

President.

SING CHAN CO
IMPORTERS OF
Hardware and Tinware,
Glassware and
Carriage Goods, Etc., Etc.

Sanitary Plumbing and Sewer Con-
nections a Specialty.

229 KING STREET,
Between River St. and Railroad Depot.

Y. YUEN TAI,

No. 1272 Fort Street, near Kukui.

Dressmaker, Ladies' Underwear,
Shirts, Chemises, Etc.

A large line of ready-made Mosquito
Nets always on hand.

CHEONG LEE & CO.,

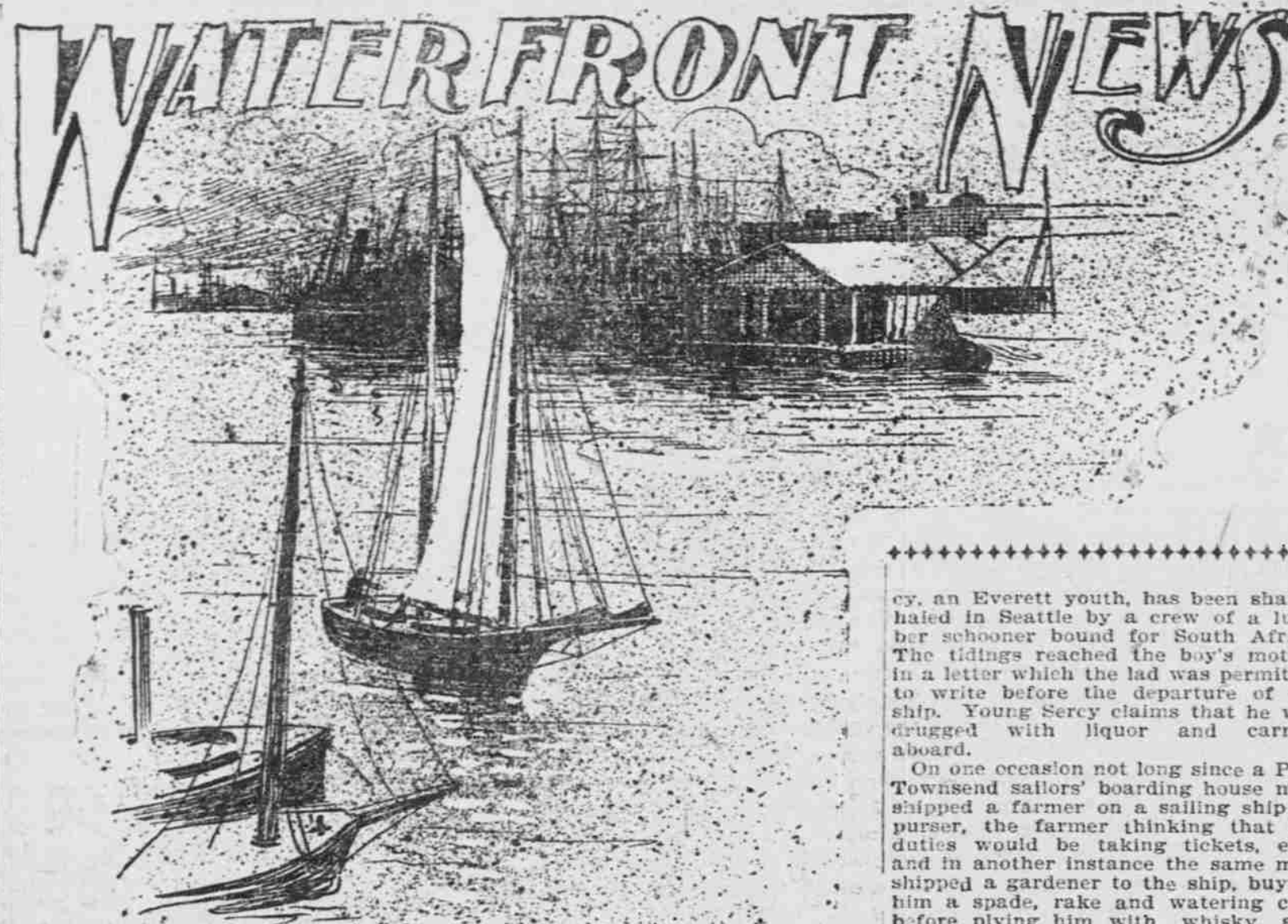
Importers and Exporters
And dealers in Jewelry, Fancy Goods,
Furniture, Caskets, Cutlery, Blackwood,
Electro Plated and Glass Wares, Etc.
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W. E. SHARP,

Expert Piano Tuner.

Office, Thrum's Bookstore.

Telephone and I will call and examine
your Piano free of charge.



THE bark Olympia, Captain Gibbs,
arrived in port yesterday morn-
ing after an unusually long pas-
sage of twenty-six days. The Olympia
has the reputation of being one of the
fastest windjammers in the sugar fleet,
and when the bark had been out over
twenty days there was a good deal of
talk along the waterfront as to what
kind of weather it could be to keep
Captain Gibbs so long at sea.

The Olympia struck rough weather al-
most as soon as she came outside of the
Golden Gate. Strong southeasterly
gales kept the vessel from making
much headway and it was only after a
long period of storm that anything like
a favorable wind arose. The Olympia
brought a cargo of about 2,700 tons of
general merchandise, most of it con-
signed to H. Hackfeld & Co. On deck
she carried several bunches of live stock
of which twelve mules were consigned
to Norton, ten mules and nine horses
to Schuman and 247 hogs to Wagner.
During the voyage two mules departed
hence but the loss of them was made
up for to some extent by the arrival of
five little pigs.

Yesterday afternoon the crew of the
vessel and some local stockmen were
engaged in disembarking the horses and
mules and for a while the Fishmarket
wharf, by which the Olympia was lying,
looked more like a circus than any-
thing else. A gangway with a high
railing connected the deck of the ves-
sel with the wharf and the united ef-
fort of about a dozen people were turned
to coaxing the stock to march down
the plank. The mules showed their
proverbial stubbornness to great ad-
vantage. The men would untie one
mule and lead it up to the foot of the
gangway. Four or five men would hang
on to the halter while the rest of the
gang would be using small logs as gen-
tle persuaders. The mule in question
would generally object to the applica-
tion of these weapons upon his rear
and would begin using his defensive
battery with promptitude and vigor.
The noise would start the other mules
and they would make their debut on
the scene by twos and threes scattering
the noble placidors as leaves before the
wind. Upon the whole it was noticeable
that the men were thoroughly aware of
the fact that the rear end of a mule
must be handled with great discretion,
especially when the mule in question
has been penned up in a small place for
several weeks and feels like exercising.
One mule was so obstreperous that it
was thought best to unship him by the
aid of a block and tackle. The rope
was fastened to the mule's halter, the
block to the rail of the gangway and
six stout sailors pulled for all they were
worth. The mule planted its feet in
the deck and made up its mind; the
men pulled and the rope grew tighter
and tighter; it was evident that some-
thing had to go. It was not the mule
which went, however, but the halter
which was unable to stand the strain and
the mule triumphantly joined his admiring
comrades on the deck. This same mule
had also given a lot of trouble in San
Francisco. For an hour the men tried
to get him on board by force and per-
suasion but it was all in vain and at
last he had to be hoisted on board in a
sling. It is evident that this mule has
a future before it if it joins Pain's com-
pany.

Roanoke is Badly Damaged.

The further unloading of the coal
from the hold of the ship Roanoke is
now from time to time disclosing the
damage which the fire has done to the
lower hold of the vessel. Although the
coal which gave the most trouble has
been taken out still it is seen that dam-
age has also been done in other places.
Besides the hole in the top rider of the
keelson which was discovered on Wed-
nesday, another and greater piece of
damage was found by Chief Officer
Moxon yesterday as the coal was being
removed further midships. He found
that about six feet further forward,
the fire had eaten an immense hole in
the keelson. While the first hole only
was in the top rider this one went
through the top rider and the under-
lying timbers right down through the
whole depth of the keelson. As the
keelson is, so to speak, the very back-
bone of the vessel it is necessary that it
be repaired, but to do this is a very
expensive and long-winded piece of

work as the masts of the vessel will
have to be raised from the bottom to
put in the new timbers. The discovery
of this serious injury is a great dis-
appointment to Captain Amesbury and
Chief Officer Moxon, and it is feared
that still more damage will be disclosed
as the coal is removed in the direction
of the wind-mill pump.

Lita Will Soon Sail.

The German ship Lita has discharged
her miscellaneous cargo and is now be-
ing supplied with ballast of which she
will take a large amount. The Lita is
at present lying at the Imgard wharf,
but she will probably be towed over to
the Quarantine wharf during the be-
ginning of next week where she will be
fumigated. Captain Harms knows that
his vessel will be going to the Pacific
coast but he does not know as yet to
which port he will be sent. He is ex-
pecting orders from San Francisco.

While in this port Captain Harms has
been meeting a host of friends. Among
them are Captain Dabel of the Kailani
who served in the German Navy
with Captain Harms a number of years
ago. Fish Inspector Berndt is another
old friend of Captain Harms and he
has filled the cabin of the Lita with a
number of preserved specimens of queer
monsters of the deep. The Hogan
troupe are among the other admirers
of the genial German captain and there
is nearly always a small gathering in
the Lita's commodious cabin listening
to or telling strange tales from all cor-
ners of the earth.

Lighthouse Report.

The annual report of the United
States lighthouse board shows that at
the end of the fiscal year there were
under the control of the lighthouse es-
tablishment the following aids to nav-
igation:

Lighthouses and beacon lights, 1,306;
light vessels in position, 45; light ves-
sels for relief, 8; electric lighted buoys
in position, 11; gas lighted buoys in
position, 31; fog signals operated by
steam, electric or oil engines, 173; fog
signals operated by clockwork, 222;
post lights, 1,827; day or unlighted bea-
cons, 77; bell buoys in position, 122;
other buoys in position, including pile
buoys and stakes in fifth district and
buoys in Alaskan waters, 4,780.

In the construction, care and main-
tenance of these aids to navigation
there were employed: Steam tenders,
34; station launches, 11; sailing tenders,
2; lightkeepers, 1,420; other employes,
including crews of lightships and tend-
ers, 1,435; laborers in charge of post
lights, 1,574.

The board asks for an appropriation
of \$200,000 to reconstruct a buoyage es-
tablishment and man the lighthouses of Porto
Rico, and \$25,000 for the maintenance
of the Hawaiian system. The board
also asks for other appropriations as follows:

Supplies for lighthouses, \$502,886; im-
provements at lighthouses, \$750,000;
salaries of light keepers, fuel, rent, etc.,
\$882,000; expenses of light vessels, \$325,-
000; expenses of fog signals, \$190,000;
lighting of rivers, \$330,000.

Authority to construct five new light
vessels and several new light tenders
also is asked. The report says that
while the board does not propose
either to gather or disseminate marine
news, it is desirous in the interests of
commerce and navigation, as well as
of economy, to be put into early and
quick communication with its outlying
light vessels and lighthouses, and it
is for this purpose alone that it asks
an appropriation to enable it to install
a wireless system of telegraph between
such points in the lighthouse estab-
lishment as shall seem to be most nec-
essary.

Sirene at Astoria.

The German ship Sirene arrived in
Astoria from Honolulu yesterday noon,
and for a few hours the grain fleet in
the Columbia river numbered 33 ships
of a total tonnage of over 55,000 tons
net register. This was cut down a few
hours later by the departure of a cou-
ple of vessels which had been loaded
the longest. Now that the Sirene has
arrived in port, it is to be hoped that
some of the Puget Sound and San
Francisco papers which have had her
headed for Tacoma will credit her to
the port where she belongs. Yester-
day's Seattle Post-Intelligencer had
both the Sirene and the Crown of In-
dia included in the list of vessels en
route for Puget Sound. The Crown of
India is at Astoria ready for sea,
with a cargo of grain loaded at this
port several days ago.—Oregonian, No-
vember 19.

Shanghai Sailors.

A despatch from Everett gives par-
ticulars of more shanghaiing by the
crimners, who for blood money, rang-
ing from \$50 to \$80 per head, make a
practice of supplying crews to sailing
vessels on the Sound. The dispatch,
dated November 12, says that Tom Ser-

ey, an Everett youth, has been shang-
hailed in Seattle by a crew of a lum-
ber schooner bound for South Africa.
The findings reached the boy's mother
in a letter which the lad was permitted
to write before the departure of the
ship. Young Servey claims that he was
drugged with liquor and carried
aboard.

On one occasion not long since a Port
Townsend sailor's boarding house man
shipped a farmer on a sailing ship as
purser, the farmer thinking that his
duties would be taking tickets, etc.,
and in another instance the same man
shipped a gardener to the ship, buying
him a spade, rake and watering can,
before paying him with whisky and
carrying him on board. The gardener
was told that the captain of the ves-
sel had soil placed on one part of the
ship's deck in beds like hothouses, and
the gardener's duties would be to tend
these. When the gardener woke up at
sea, he found that he was a common
sailor.—Victoria Times.

VESSELS IN PORT.

ARMY AND NAVY.

U. S. battleship Wisconsin, Reiter, Pa-
go Pago, December 1.

MERCHANTMEN.

(This list does not include coasters.)
Alice Cooke, Am. schr., Penhallow, Port
Gamble, November 24.
Archer, Am. bkt., Hardwicke, San
Francisco, November 17.
Charmer, Am. sp., Slater, Tacoma, No-
vember 12.
Encore, Am. bkt., Palmgren, Newcas-
tle, December 3.
Euphrates, Br. sp., Davies, Cardiff, No-
vember 24.
H. C. Wright, Am. schr., Nielsen, Eu-
reka, November 5.
Henry Wilson, Am. schr., from Taco-
ma, October 2.
J. S. Eviston, Am. bkt., Ramsellus,
Newcastle, December 4.
Kailani, Am. bk., Dabel, San Fran-
cisco, November 23.
Lita, Ger. sp., Harms, Hamburg, No-
vember 17.
Roanoke, Am. sp., Amesbury, Norfolk,
November 25.
R. P. Rithet, Am. bk., McPhail, San
Francisco, November 13.
Rosamond, Am. schr., Johnson, San
Francisco, November 8.
Tampico, Am. str., Reed, Seattle, De-
cember 3.

Steamer Movements.

ARRIVE.

Name.	From.	Date.
Doric-S. F.		Dec. 10
Sierra-S. F.		Dec. 11
Nippon Maru-S. F.		Dec. 13
Mowara-Victoria		Dec. 14
Alameda-S. F.		Dec. 21
Peru-S. F.		Dec. 26
Sonoma-S. F.		Jan. 1
Coptic-S. F.		Jan. 4
American Maru-S. F.		Jan. 5
Alameda-S. F.		Jan. 11
Aorangi-Victoria		Jan. 13
Peking-S. F.		Jan. 13
Ventura-S. F.		Jan. 22
Gaelic-S. F.		Jan. 23
Alameda-S. F.		Feb. 1
Hongkong Maru-S. F.		Feb. 6
Sierra-S. F.		Feb. 12
China-S. F.		Feb. 14
Moana-Victoria		Feb. 15
Doric-S. F.		Feb. 22
Alameda-S. F.		Feb. 22
Nippon Maru-S. F.		March 4
Sonoma-S. F.		March 5
Peru-S. F.		March 12

DEPART.

Name.	For.	Date.
Sonoma-S. F.		Dec. 10
Coptic-S. F.		Dec. 10
Aorangi-Victoria		Dec. 13
American Maru-S. F.		Dec. 20
Alameda-S. F.		Dec. 25
Peking-S. F.		Dec. 27
Ventura-S. F.		Dec. 31
Gaelic-S. F.		Jan. 3
Hongkong Maru-S. F.		Jan. 11
Moana-Victoria		Jan. 15
Alameda-S. F.		Jan. 15
China-S. F.		Jan. 20
Sierra-S. F.		Jan. 21
Doric-S. F.		Jan. 21
Alameda-S. F.		Jan. 21
Nippon Maru-S. F.		Feb. 5
Sonoma-S. F.		Feb. 11
Peru-S. F.		Feb. 15
Coptic-S. F.		Feb. 25
Alameda-S. F.		Feb. 26
American Maru-S. F.		March 4
Ventura-S. F.		March 4
Peking-S. F.		March 12
Alameda-S. F.		March 12
Gaelic-S. F.		March 22
Sierra-S. F.		March 23
Hongkong Maru-S. F.		March 29
China-S. F.		April 8
Alameda-S. F.		April 9
Doric-S. F.		April 15
Sonoma-S. F.		April 15
Nippon Maru-S. F.		April 15
Alameda-S. F.		April 29

Last Steamer for the Coast with
XMAS PARCELS
WILL BE THE
S. S. SONOMA

DECEMBER 10th.
Send your Christmas Packages by
WELLS, FARGO & CO. EXPRESS.
Office with Union Express Co.,
120 KING ST.



HONOLULU LODGE No. 616 B. P.
J. E. will meet in their new hall, on
Keller and Beretania streets, every
Friday evening.
By order of the E. R.
H. D. COUZENS, Secretary.

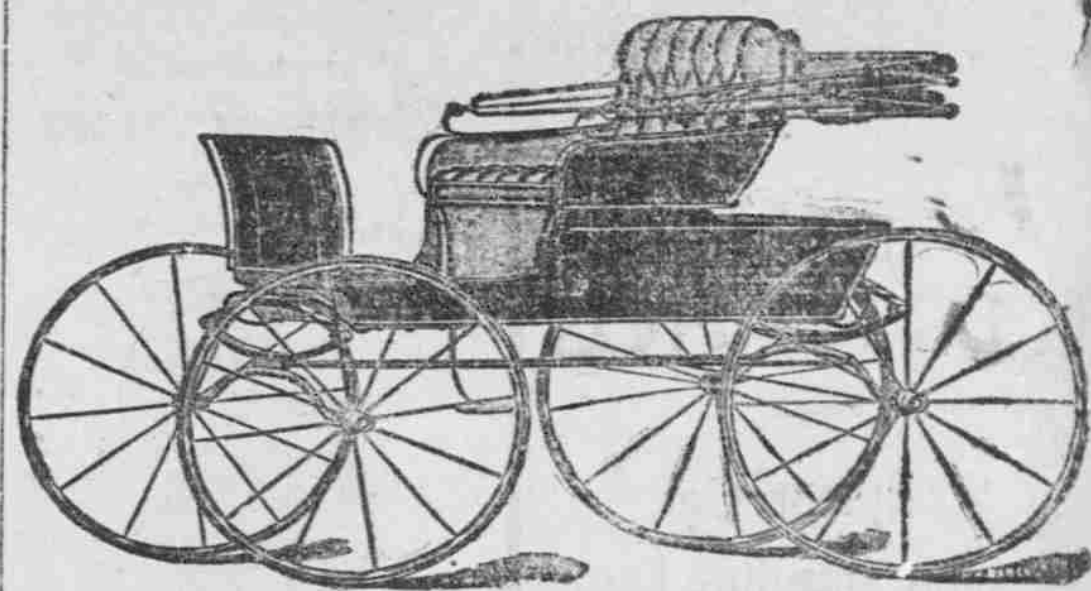
NEW RE-TAURANT.

THE LANGDON.

Just opened: opposite the Kinder-
garten on King street, near South.
First-class meals at all hours. Special
rates by the week, \$4.50.
C. AKEE, Proprietor.

CARRIAGES

HARNESS



\$150.

Call and see the above Buggy
That we offer at this Price,

BUGGIES, SURREYS, PHAETONS
HARNESS, WHIPS, ROBES, LAMPS

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We do all kinds of Harness Work } The Finest Material
Hand-Made Harness a Specialty } Used in Our Work
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E. L. CUTTING, Treas. and Manager.

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HORSE AND STABLE FURNITURE

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Cockroaches and Ants

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